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the problems of young technical viation industry. General Kessler was astonished that few second regraduation. The VPL had a demand for 200 graduate engineers. Professor B.W. Baade and Prof Richter, therefore, decided that the eight students who were to start their examinations, in the spring of 1955, should be assigned to Pirna.

- 2. Students of the 1st semester have not been observed. They are probably receiving practical training in the pertinent East German industry. The number of students of the 1st semester was to be increased to 200 which was also to become the number of places in the school. It was unknown, whether all vacancies were already filled during the first semester. The 3rd semester included 100 students and the 5th semester the same number. Only 14 students were studying in their 7th semester. Three of them were aircraft engine constructors while the others were specializing on designing and statics. It would not be determined if more students were still to join this semester and, if so, how many. Eight students were studying in the 9th semester and were to graduate during 1955. Four of them were specializing on statics, while the other four students wanted to become designers. Great efforts were taken to interest the students in instrument techniques, that is high frequency equipment and electric installations.
- 5. Students of the upper semesters complained about the low scientific level of the lectures which, compared to Western technical magazines, was not up to Western standards. An exception were the weekly two-hour classes on "Modern Aircraft Designing" given by Professor Baade who was guest lecturer at the faculty. His students admired him and highly appreciated his lectures which were exclusively based on Western material and were the first ones to introduce modern aircraft designing. In addition to the base theoretics, Baade gave practical examples and suggestions for aircraft development and construction. He appeared to be much in favor of turboprop engines, especially for commercial aircraft. The students also liked the lectures an engine airframe assembly problems given by Dipl Ing Pawlowitsch (fnu), a theoretical and practical expert. The Dresden Institute of Technology gradually started to handle aircraft engine problems and to initiate training activities in this field. No further information was chained. The translation of a Soviet book on aircraft construction material. The title and author were not known. It was a start aircraft and part aircraft and pa

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4•	institute. It was assur him too busy for resear It was merely learned of a water	n could be obtained on Professor Dr W. Richter's med that organizational work and lecturing kept rch activities. No research orders were mentioned. that the institute was involved in the construction	
5•		and of an institute involved in the which was being built in the institute or three months.	
6.	The institute of Profesequipment for stability	the research	
7.	Professor Clausnitzer (already rather well equ	(fmu) was head of a low voltage laboratory which was	
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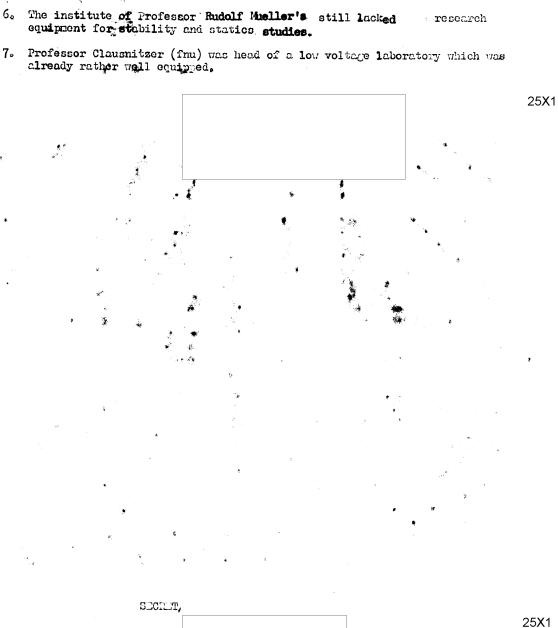
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- Professor Dr Willy Richer, Dean of the Faculty for Light Construction at the Dresden Institute of Technology and VPI General Heinz Kessler had a conference about the problems of young technical personnel for the VPI and for the aviation industry. General Kessler was astonished that so few students of this faculty were ready for graduation. The VPI had a demand for 200 graduate engineers. Professor B.W. Baade and Prof Richter, therefore, decided that the eight students who were to start their examinations, in the spring of 1955, should be assigned to Pirna.
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- 4. No detailed information could be obtained on Professor Dr W. Richter's institute. It was assumed that organizational work and lecturing kept him too busy for research activities. No research orders were mentioned, It was merely learned that the institute was involved in the construction of a water-and wind tunnel.
- 5. Professor DrHermann Landmannwas head of an institute involved in the construction of a LA 16 type Clider which was being built in the institute workshop and was expected to be completed within two or three months,



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